

# PATENT SPECIFICATION

746,139



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## COMPLETE SPECIFICATION

### Motor Vehicle Body

We, FIAT SOCIETA PER AZIONI, an Italian Joint Stock Company, of 300 Corso IV Novembre, Turin, Italy, do hereby declare the invention, for which we pray that a patent may be granted to us, and the method by which it is to be performed, to be particularly described in and by the following statement:—

This invention relates to a front end construction for a chassisless motor vehicle body.

The main object of this invention is the construction of a front end from as small a number as possible of component parts, of such simple construction that they are easily stamped out of sheet metal. The component parts are so constructed as to make the assembly of the body simple and inexpensive, and efficiently contribute to the total strength of the structure.

According to this invention the front end construction for a self-supporting motor vehicle body comprises a pair of parallel substantially flat fender panels having each a horizontal top edge and a substantially vertical front edge, a front panel extending between and fastened to the front edges of the fender panels, a pair of upwardly arched one-piece top fender panels extending towards each other from the top edges of the said flat fender panels, a tiltable hood cover confined between the front and the top fender panels, the said top fender panels comprising each a horizontal edge portion joined to the top edge of the adjacent flat fender panel and extending forwardly up to the front panel and an inner edge portion forming a longitudinal abutment for one longitudinal edge of the cover, the front panel and the top fender panels having joined together certain edge portions and certain other edge portions jointly defining a pair of transversely spaced openings for head lamps, a pair of mudguards extending towards each other from the flat fender panels, and an upstanding stiffening member connecting each of the mudguards to an intermediate length portion of the respective top fender panel.

The front end of the body therefore comprises a small number of component parts easy to stamp from sheet metal without resorting to deep drawing, the said front end being moreover of considerable stiffness and strength by virtue of the arched top fender panels mentioned above.

Further characteristic features and advantages of the body according to this invention will be understood from the following description referring to the accompanying drawing given merely by way of example, wherein:

Figure 1 is a perspective view of the body according to this invention disassembled into its component parts;

Figure 2 is a perspective view of the front end of the fully assembled body.

Figure 3 is a perspective view thereof, the hood cover and front panel being removed showing the internal assembly details.

The body according to this invention comprises two parallel substantially flat fender panels 1 merging at the front into a front panel 2 and in which the mudguards 3 (Fig. 3) extend towards each other from the said fender panels. 4 denotes the vehicle roof, formed at the front with an opening 5 for the windscreen, laterally confined by posts 6. 7 denotes the motor hood cover extending from the front panel 2 substantially to the opening 5 and tiltable about its rear edge 7a.

The fender panels 1 comprise each a horizontal top edge 1a and a substantially vertical front edge 1b to which the front panel 2 is fastened.

8 denotes a pair of upwardly arched one-piece top fender panels extending towards each other from the top edges 1a of the flat fender panels 1, the adjoining edges of the panels 8 and 1 being welded together on assembly of the body. The panels 8 are each curved at the top towards the middle line of the car to form an abutment edge 8b for the associated lateral edge 7b of the cover 7. The panel 8 is of substantially the same length as the cover 7, and extends from its respective

post 6 to the front panel 2, to which it is detachably connected over a horizontal edge portion 8a substantially coplanar with the horizontal diameter of the head-light 9 sunk into this body portion. The annular seatings 10 for the headlights 9 are therefore mounted within a pair of transversely spaced openings defined each by an edge portion 8c of the panel 8 and an edge portion 2c of the front panel 2.

It will be easily seen from Figure 3 that the panels 8 efficiently contribute towards stiffness and strength of the front body portion by virtue of the curved shape. In order to further stiffen the structure and avoid vibrations, the panels 8 are each connected at its intermediate length portion within the body with their respective mudguards 3 by means of an upstanding stiffening member 11 (Fig. 3).

It will be understood that the construction described by way of example can be modified according to requirements, more particularly under the aspect of outer appearance, without departing from the scope of this invention as defined by the appended claims.

What we claim is:—

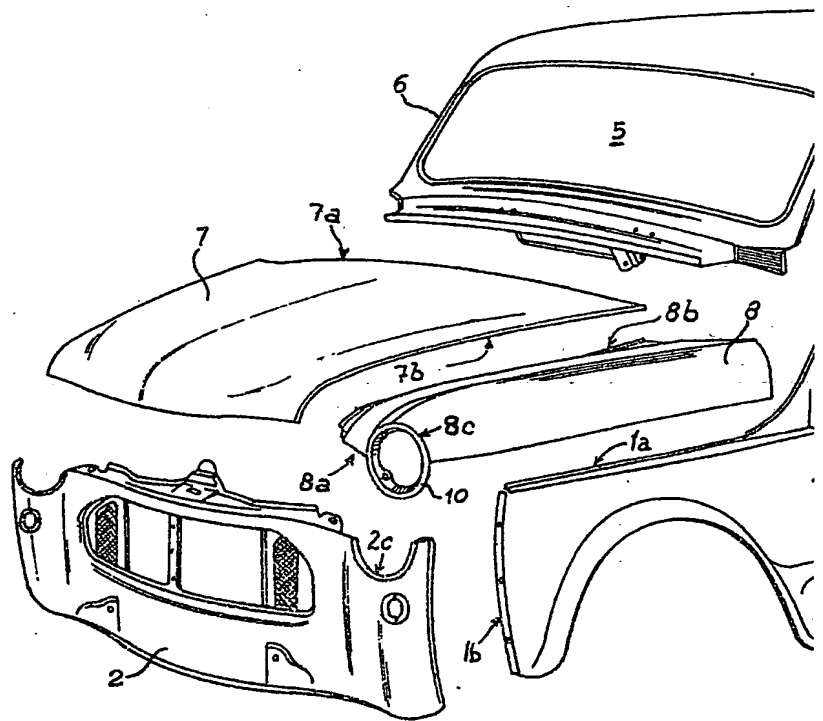
1. A front end construction for a self-supporting motor vehicle body comprising a pair of parallel substantially flat fender panels having each a horizontal top edge and a substantially vertical front edge, a front panel

extending between and fastened to the front edges of the fender panels, a pair of upwardly arched one-piece top fender panels extending towards each other from the top edges of the said flat fender panels, a tiltable hood cover confined between the front and the top fender panels, the said top fender panels comprising each a horizontal edge portion joined to the top edge of the adjacent flat fender panel and extending forwardly up to the front panel and an inner edge portion forming a longitudinal abutment for one longitudinal edge of the cover, the front panel and the top fender panels having joined together certain edge portions and certain other edge portions jointly defining a pair of transversely spaced openings for head lamps, a pair of mudguards extending towards each other from the flat fender panels, and an upstanding stiffening member connecting each of the mudguards to an intermediate length portion of the respective top fender panel.

2. Front end construction for a self-supporting motor vehicle body constructed and arranged substantially as described herein with reference to the accompanying drawings.

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2 SHEETS

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SHEET 1

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*Fig. 1*

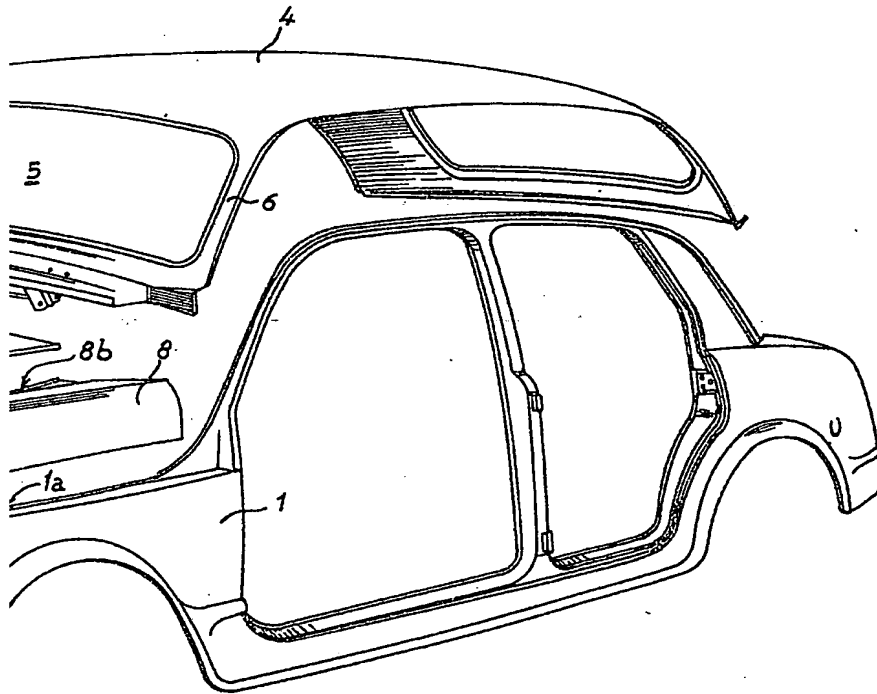
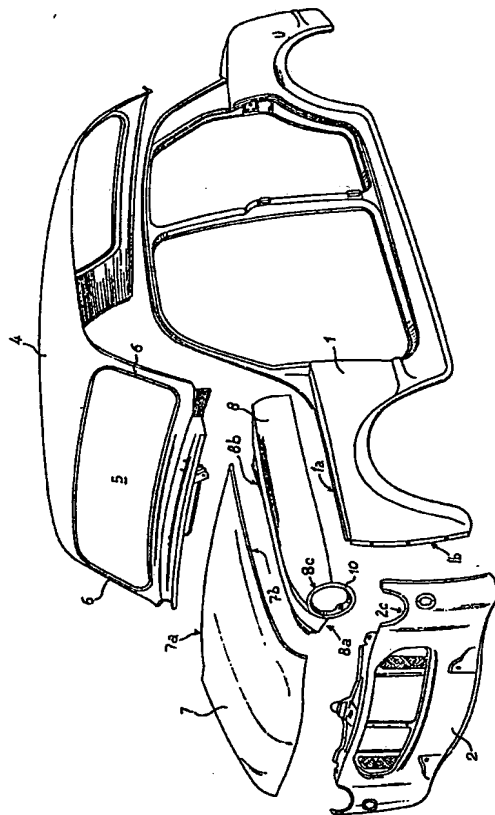
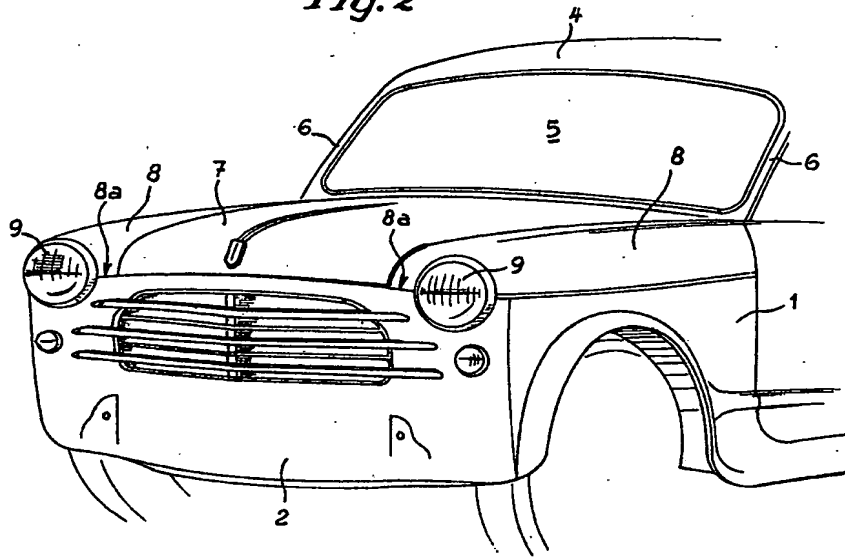


Fig. 1



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 SHEET 2

*Fig. 2*



*Fig. 3*

